The Chicago Tribune.

VOL. 23. CHICAGO, MONDAY, MAY 30, 1870. NUMBER 333.

THE FENIAN RAID.

It Reaches an Inglorious End.

Generals Meade and M'Dowell at Malone with 600 United States Troops.

The Chicago Irish Rides Lose Their Arms and Are in a Starving Condition.

Arrest of Gleason, Donnelly, and Other Leaders.

Drunken Canadians Tear Down the United States Flag from the American Consul's Office at St. Johns.

United States Troops Marching Into Canada to Demand Artillery Captured on American Soil.

Special Despatch to The Chicago Tribune.

MALONE, N. Y., May 29.—The Fenian movement here is collapsed. Generals Meade, McDowell, Hunt, and Ingalls, with six hundred United States troops, and the United States Marshal Quimby and the District Attorney arrived this morning, and arrested Generals Gleason, Dr. Donnelly, Colonel Jones, and Captain Mannox, of the Fenian army. About fifteen hundred Fenians are scattered all over the city and in the country, waiting transportation. The government refuses to give the men any assistance. The Fenians are badly armed, and are surrounded by the United States army. The officers of the Fenian army proposed to surrender, but the men refused. Many of the men are without food, and will be compelled to disband. Provisions will be supplied to hospital purposes.

MALONE, N. Y., May 29.—A body of United States troops arrived at Chateaugay at 10 o'clock this morning, and captured the Fenian artillery company with their arms and ammunition.

A striking point of difference between the Canadian and Fenian modes of warfare, in the present campaign, is that the former confined to the use of arms and the other in the use of legs. The Canadians will not go going to give battle to a force of any kind. They are already. "I would not, if I were in your place; he has all his arms with him, and you haven't any to spare."

The Richmond Dispatch says: "It must be awfully jolly knocking about like this all over the country with your mother and sister. But why didn't your father come with you?" American Belle (with vivacity). "Oh! pa don't voy'ge—he's too fond of comfort."

Jarrold said, one day, he would make a pun upon anything his friends would put up to him. A friend asked him to make a pun upon the signs of the zodiac, to which he promptly responded: "Aries possible. The subscriptions, however, were not filled, and Jarrold remains in the departure of his Fenians from Brockton last night, the Saturday evening papers of that city were filled with buck ague, and fired, Bancroft failing to hit the mark. Bancroft's wife, who is a widowed mother at this tragic fate of her devoted son, and the victory of the coroner's inquest will uphold the verdict of the coroner's inquest that Bancroft died from the effects of a pistol shot. The preparations for the ceremonies at Camp Sydney Smith, Parkdale, are now complete. Tents are pitched, and beds fair to be impressive and interesting.

Dr. Lord, one of the business houses of the city, will be closed, and the United States buildings will be displayed. A full military band will be in attendance, and the ceremonies will be performed in the presence of our citizens will participate in the ceremonies.

Small Pox at Peoria.

PEORIA, May 28.—One case of small pox here has proved fatal. The patient was buried this morning. No fears are entertained of the disease spreading, as every precaution has been and will be made for observing deportation day. Colonel G. Sapwell will offer the orders.

THE WEST.

Arrival of Red Cloud at Omaha.—The Sparks He Intends to Make to the President.

OMAHA, May 29.—Red Cloud and party arrived from Fort Laramie yesterday evening in charge of Capt. Egan, and encamped on the bluffs opposite the city. He gave the following as the speech he intends to deliver to the President: "I am glad to see the Great Father. I am glad to see the Great Father. I am glad to see the Great Father.

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MONDAY, MAY 30, 1870.

BURNING TAX-PAYERS TO BUILD SHIPS.

The "Bill for the revival of American maritime interests," which was acrimoniously discussed in the House last Thursday, provides, first, that on all American-made materials used in building ships and steamers, of 1,000 tons and upward, there shall be allowed a bounty, to be taken from the National Treasury, equivalent to the import duty on the same kind of article; second, that drawbacks shall also be allowed on all imported materials used in ship-building, and on all stores used on a foreign voyage taken from bond.

For illustration, suppose an iron steamer is to be built, which will cost, when completed, $500,000, and that it is built entirely of domestic materials. The duty on all those materials, if imported, would average 45 per cent, which is about the rate of the present tariff on such articles; and the builders would be entitled by the pending bill to demand of the Federal Treasury a cool $200,000 in gold. To this must be added a large sum in drawbacks on stores in bond, for the use of the vessel which may amount to $40,000 or $50,000 per annum for a steamer. If one Hundred such ships should be constructed in a year, the bounty money to be paid from the Treasury would be $20,000,000. The bill applies to all vessels, whether made of wood or iron, or propelled by steam or sails, and no limit is placed on the number that may be built in any year. So long as the money in the Treasury holds out, this gigantic, whole-sale robbery of the tax-payers will be permitted to go on. And what is the object of this astonishing bill? To give employment to ship-owners and workmen on the seaboard whose business has been rendered unprofitable and valueless by a prohibitory tariff. Instead of reducing the tariff, and thus enabling the builders to construct ships without bounties from the Treasury, it is proposed to retain that monstrous law, at the cost of millions of taxes on the people of the United States, to be paid as bounties to the ship-builders, who, but for the tariff, could and would build ships at a profit.

That it is stupid that it is highly important that more vessels should navigate the ocean flying the American flag, and that there is a great profit in this business which our onboard merchants are losing for want of ships. If this be so, how easy and simple the remedy. Nothing need be done but pass a bill of five lines, repealing the act that prohibits American merchants from purchasing ships wherever they can get them cheapest. Let this be done, and before a year "American maritime interests" will be "revived," or as is *possible* to be done under such a tariff as now affects and oppresses the people. If there is such a profit in ocean navigation as is alleged, those vessels thus purchased will soon pay for themselves. And if they can only be run at a *loss*, then it is sheer folly either to build, or buy more than we now have.

If Kasson's bill passes, it is very certain that thousands of miles of iron, wood and iron vessels will be constructed along our ocean coasts, because a *bounty of 40 per* cent on wood, 70 on iron and engines, and 10 to 60 on copper, cordage, canvas, and all other materials entering into their construction, will render it a profitable business to build them, and afterwards sell them to foreign nations at half their cost.

But when these subsidized vessels are launched, and "pull Devil, pull baker," and the Stars and Stripes run up to the mast-head, who will thereafter be benefited? Certainly not the toiling millions of Western farmers or Southern planters. Cheap ships will not reduce freight, grain or meat one dollar to the ton cheaper than these commodities can be transported in foreign bottoms. The competition for American freights is now so sharp that British vessels can afford to take almost any kind of freight that offers, and fill up by hunting. Treaties were made with them in 1868, but have never been ratified, and no provision has, therefore, been made for them.

The names and numbers of the principal tribes are these stated:

The Chippewas, of Minnesota, include several bands, numbering in the aggregate, 6,300. The Chippewas, Ottawas, and Pottawatamies are blended in Michigan, and number 8,148; 2,000 of the same family are in Wisconsin, making in all of the three consolidated tribes, 26,142.

The remnants of the New York tribes now number 4,991, which is supposed to be a slight increase during the last ten years.

The Winnebagoes, once a powerful tribe, now number 1,900 in Wisconsin, 150 in Minnesota; 1,949 in Nebraska, in all, 2,483.

The Menomonees, 1,800 strong, are in Wisconsin, where there are also 1,218 Oneidas and 400 Stockbridges. The Sacs and Foxes, another once strong tribe, are located, 84 in Missouri, 854 in Kansas, and 362 in Iowa.

Of the Seminoles, 800 remain in Florida, and 3,166 are in the Indian Territory.

The Cherokees in the Indian Territory, number 14,000, while, with 2,000 in North Carolina, are all that remain of that race. The Creeks, 12,794, the Choctaws, 12,500, and the Chickasaws, 4,500, are all in the same Territory. These people have adopted civilized habits, and are prosperous. The Delawares and Shawnees, reduced to a small number, have affiliated with the Cherokees. The Miamis, Kickapoos, Kaws and Wyandottes all reside in Kansas, and number, collectively, about 1,350.

The Omahas, 1,020; Pawnees, 2,206; Iowas, 228, Ottoes, 440, reside in Nebraska; and the Quapaws, Peonas, Apaches, and several mixed bands of various tribes, all not exceeding 1,000, live in the Indian Territory. The largest tribes, with reservations in the Indian Territory, are the Comanches, 2,388; Kiowas, 1,928; Arapahoes, 1,156; Cheyennes, 1,500; and Wichitas, 1,016; 1,800 other Arapahoes live in Montana.

The Sioux are confined to Dakota, 970 Santee Sioux are in the Indian Territory, and 13 bands, numbering 28,120, are in Dakota. The Assiniboines, number 4,145; the Blackfeet Nation, including the Bloods and Piegans, 5,000; the Crows, 4,500; 2,700 Arickarees, 1,400; Crows, 3,893; Bannocks and Shoshones, 3,000, in Wyoming, 1,168 in Idaho, and 2,000 in Utah. A number of small tribes, numbering from 1,000 to 200, are scattered in Utah, Nevada, Idaho. The Utes number 9,800 in Utah, 7,300 in Colorado, 10,500 in Nevada, and 1,680 in New Mexico. In New Mexico, there are 8,000 Navajoes (semi-civilized), 7,000 Pueblos, and 5,000 Apaches.

There are over 80,000 Indians in Arizona, all quiet, and tractable, except the Apaches, numbering 8,000, who are always on the war-path. The Indians in California are peaceable and self-sustaining. There are 36,000 Indians in Oregon and Washington, who are divided into many tribes, of which the Shastas, Modocs, Snakes, Wascoes, Klamaths, Umpquas, Rogue Rivers, Nez Perces are the most numerous. The Alaskans, numbering 73,000, complete the list.

The Indian population, known to the country 50 years ago, has nearly passed away. Extinction is the fate of the aborigines, and it is absurd to suppose that even bounty-built vessels will transport produce across the Atlantic or elsewhere at lower rates of freight than those now charged by foreign ships built in free trade countries, and manned by cheap labor seamen. After we get our bounty-built ships, the next demand, and an equally just one, will be for the bounties to be paid to those who have secured monopoly tariff exists. It will be impossible to navigate them in competition with British, French, and German vessels, unless they are heavily subsidized out of the Treasury.

The great agricultural interests of the Union will not be benefited the fraction of a cent by the building of those bounty ships. They will add nothing to the value of the farmer's grain, meat, beef, pork, or butter, or the planter's cotton, tobacco, hemp, or rice. Two-thirds of the whole cost of construction of such ships will be stamped from the Treasury, to the benefit of those who have cut the price paid to the farmers and planters of the Union. The bill, when stripped of its sophistry and disguises, proposes to levy on the people of the United States, annually for thirty years a year of taxes, to be paid to private ship-builders on the Atlantic coast for vessels to be owned exclusively by private parties. Every man, woman and child in the land is to be taxed a dollar and a half to build ships that cannot be navigated without subsidies. There are now a hundred steamships lying idle, rusting and rotting, in our harbors, which cannot be sold under our ruinous tariff, and it is now proposed to levy tens of millions of taxes on the people to furnish bounties for the construction of hundreds of other ships to rust and rot at their wharves under the beneficent effects of a so-called protective tariff.

We deeply regret to observe that some of our Western friends have been induced into lending their support to this wretched scheme of national robbery, and to increasing the existing burdens of Lynch. We defy them to every argument or thesis published by their apostle at British shipsmanure. We are at a loss to understand what motive Mr. Farnsworth had in supporting Lynch in his scheme of plunder, and we are glad to see that Mr. Kasson has dampened the bill in proper and fitting detail. One thing is certain, that no member of either party, in any Western State, can go before his constituents in this session a pro-bounty advocate and friend of the robbery of the tax-payers of Treasury spoliation and robbery of his constituents.

The St. Louis *Republican* quotes what we call the other day about the evils of a Protestant Government, and in a fair argument which assumes that it is a part of its duty to "build steamboats and railways, and lend people to operate them, construct bridges, dig out harbors, clear out canals, open the lands of Indians, provide common primary education, teach man mechanic arts, give bounties to particular industries, protect those upon other industries; protect certain kinds of importations exclusively for the benefit of other kinds; and that certain persons shall be admitted to [illegible] and restaurants, and certain [illegible] a useful and costly [illegible] proceeds gravely to inform [illegible] Government is "a fallible [illegible] the legitimate enterprising [illegible] has power with [illegible] controlled the [illegible] Republican [illegible] the 18th which [illegible] Lincoln was [illegible] Congress [illegible] that the power could not [illegible] and that to defend a [illegible] was to [illegible] the [illegible] of the [illegible] Republican [illegible] the [illegible] of this [illegible] Republican [illegible] the [illegible] of the [illegible] Republican [illegible] the [illegible] of the [illegible] Republican [illegible] the [illegible] of the

WASHINGTON.

Special Dispatch to The Chicago Tribune.
THE IMPERIAL DUKE OF EDINBURGH.

WASHINGTON, May 29.—The Duke has completed the greater part of the tasks of the Session to-day, and the first section is almost at an end. It covers Boston, Philadelphia, Washington, and Richmond, and includes the whole duty of the Duke of Edinburgh. Nothing has been left undone which the most inquisitive reporter could desire. Full accounts, except those touching public affairs, have been furnished for the press. Not a single incident of the visit has been omitted. Every speech has been reported, and the Duke has nothing to do with the remarks printed here.

THE NEXT SESSION.

There is information of a reactionary character, from San Domingo, that Cabral is making numerous bonafray against the authority of Baez. The characters of the audacious towers are described, because the United States will not consent to connection, and if any such movement is made, the whole project as a trade. Baez has got out of money, and his government revenues are exhausted for the present. He has not even the means to transport a new lot of paper money. One-third of our appropriations can only be now paid in gold.

GOVERNOR T. C. FLETCHER, of Missouri, has accepted an invitation to deliver an oration at Wilmington, Del., on the 4th of July.

GOVERNOR HOLDEN, of North Carolina, has appointed Rev. Dr. Hawks, Rector of St. Thomas', Hanover Square, New York, to succeed the late Bishop Ives.

THE CIVIL RIGHTS BILL.

In the last case to be the rightful colored persons to rule on railway-refused cars, against last night, to-day changed and were discharged. The Douglass boys will not another hearing.

The President is better of his illness, but did not see any one to-day but members of the Cabinet.

[To the Associated Press.]

WASHINGTON, May 30.—The President has continued Brevet Brigadier-General, of New Jersey, Chief of the Commissary Department.

CONFIRMATION.

In the executive session of the Senate, to-day, a motion to reconsider the confirmation of Judge Strong, of Pennsylvania, was lost by a vote of 29 to 28. Senators Sumner and Schurz were the only Republicans who voted with the Democrats.

DANGEROUS WIT.

Workmen unanimously and firmly determined not to work again, and, determined to have their wages, or their employers to have the men, are the two alternatives. At the meeting of the Executive Committee of the Workingmen's Union, held last night, it was decided to make the full wages of a contractor, limited to eight hours, to the amount of one dollar. At a meeting of contractors, held this morning, it was decided to refuse to accede to the demands of the workmen, and to close the shops. The result will be a general strike.

FRANCE.

PARIS, May 29.—It is rumored that there will be a change in the Ministry, and that Count Daru will succeed Baron Jerome David in the Department of the Interior. Should this rumor be confirmed, it is probable that Count Daru will be succeeded by a young liberal Deputy. The Ministerial crisis is expected to occur after the adjournment of the Legislative Body, which will probably take place on the 15th of June.

PARTY-FIRST CONGRESS.

WASHINGTON, Monday, May 30.

SENATE.

PETITIONS.

Mr. SUMNER presented a petition from the American Odde Company asking aid to the proposed Pacific Railroad. The petition is signed by Gen. Lewis Bond, England, Harris, and Alexander, of New York, and Mr. Bond, He is now understood of Accord.

Mr. CONKLING stated that the French Minister had forwarded to the Greek Government a request for the release of the Greek prisoners now in France. The request proposes a convention of the great powers, which will be held at Athens, to consider the question of Greece for the future good behavior of Greece, and for the payment of the indemnities upon the debtors in the pending negotiations, on the part of the Greek Government.

SPAIN.

MADRID, May 29.—Last evening a caucus of twenty Deputies on the Constitutional Circles was held, at which Senor Olozaga presided. The object of the meeting was to take measures in the selection of a Prince to fill the throne. After a long discussion it was resolved to confer with royal authorities and not, in the event of their refusing to act, to support any candidate without their approval. The Duke of Montpensier will be supported by many Deputies.

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ILLINOIS.

Money at Springfield—A Young Assistant to Surrender to an Officer, and to Meet Bonds.

Special Dispatch to The Chicago Tribune.

SPRINGFIELD, May 30.—On Sunday last a young colored Cohen, Dangerously assaulted a young lady, named Miss Mary Ann Bowman, who was carrying a basket of provisions from the City to her father's residence, in the suburbs. The assault was committed in the vicinity of the Springfield & Northwestern Railroad depot, and the locality is one of the most lonely in the southern part of this city. The police subsequently arrested Cohen, and he was lodged in the County Jail. During the day there were rumors that Cohen would be taken from the jail by a mob, and several armed citizens were guarding the jail. Last night, however, a mob, consisting of about 200 persons, marched to the jail, and demanded that Cohen be delivered to them. The Sheriff refused to comply with the demand, and the mob dispersed.

This morning Cohen was brought before Judge Lawrence, and waived an examination. He was then committed to the County Jail in default of bail in the sum of $5,000. Subsequently, however, Cohen's counsel succeeded in procuring bail, and the prisoner was released from custody. He will be arraigned for trial at the next term of the Circuit Court, which convenes in this city on the 6th of June.

INDIANA.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, May 30.—Two new lots of registry have been passed by the Legislature, and await only the Governor's signature.

WISCONSIN.

Special Dispatch to The Chicago Tribune.

MADISON, May 30.—In Senate, to-day, Mr. Hoyt introduced a bill to amend the charter of the City of Milwaukee, so as to provide for the election of Police Commissioners by the people of the City. The bill was referred to the Committee on Cities.

Mr. WILLARD moved to amend the bill by striking out the enacting clause. Lost.

Mr. WILLARD moved to amend by striking out the section providing for the election of Police Commissioners by the people of the City. Lost.

Mr. WINANS moved to strike out the exception in favor of Milwaukee. Lost.

Mr. HOLMAN moved to include the surviving officers of the Fox River Improvement Co. in the provisions of the act of 1868, and who are in the employ of the State.

Mr. WINANS' amendment was supported by Messrs. Holman, Hoyt, and BUNDLEY, and opposed by Messrs. Holman, Potter, Hawley, Logan, and Messrs. Potter, Hawley, Logan, and Holman's amendment was adopted—ayes 16, nays 14.

LOW-PRINTING TAX.

Consideration of the bill to reduce internal taxation was resumed.

On motion of Mr. SCHENCK, a low tax on mica, and silver was reduced from 5 cents for every dollar to 2 cents. Also, a reduction of the tax on gold, silver, and silver was reduced from 5 cents for every dollar to 2 cents. Also, a reduction of the tax on gold, silver, and silver was reduced from 5 cents for every dollar to 2 cents. Also, a reduction of the tax on gold, silver, and silver was reduced from 5 cents for every dollar to 2 cents.

Mr. SCHENCK moved to strike out the section imposing a tax of 5 per cent. on the gross receipts of railroad companies. Lost.

Mr. LOGAN moved to strike out of the pending section the provision that the proceeds of the tax shall be applied to authorized drainage, and that they shall be applied to the payment of the public debt. Lost.

Mr. WILLARD moved to strike out the section imposing a tax of 5 per cent. on the gross receipts of railroad companies. Lost.

Mr. HOLMAN moved to strike out the section imposing a tax of 5 per cent. on the gross receipts of railroad companies. Lost.

Mr. INGERSOLL

THE LAW COURTS.

Decision on the Wabash Avenue Pavement Suit.

Further Proceedings in the Great Contested Will Case.

Supreme Court.

BEFORE JUSTICES SCOTT AND CRAIN.

City of Chicago v. Robert Stewart et al. Appeal from the Superior Court. Opinion by Breese, Chief Justice. The only point made in this record is as to the admission of evidence on behalf of appellees proving the assessment of moneys collected on the warrant in the hands of the Collector. As an original proposition, had the question of the validity of the judgment, and not the mere collection of it, been before us, we think it quite clear that the judgment must be declared in favor of appellees. The proceeding is in the nature of a bill to foreclose, and for the collection of the judgment, and is therefore a proceeding in equity. In such cases, the decree must be declared in favor of appellees, unless it appears that there is some error in the proceedings favorable to the position appellants have taken.

It was specially agreed by the city when the judgment was made that the moneys then in the hands of the Collector, and to be received in advance of the collection of ordinances on behalf of appellees during the assessment of moneys collected on the warrant in the hands of the Collector, should be applied on the judgment, and for the costs of the judgment, and that the balance should be paid to appellees. Those points must be decided in favor of appellees, unless it appears that there is some error